

We had to leave another man at Halifax. He came down with measles. We are watching the others carefully for any suspicious symptoms. Am feeling very well and still have a good appetite.

LIST OF OFFICERS ON BOARD THE TRANSPORT TALTHYBIUS
JUNE 1, 1918

Captain—H. D. Hazeland.
Chief Officer—Neieur.
Second Officer—A. Gow.
Extra Second Officer—E. Mellor.
Third Officer—J. R. Daivies.
Ship Surgeon—Lieutenant Morton, U. S. R.
Chief Engineer—Morgan.
Second Engineer—Mitchell.
Third Engineer—Drysdale.
Fourth Engineer—Barker.
Fifth Engineer—Kellet.
Sixth Engineer—Davies.
Seventh Engineer—Smith.
Purser—Holdsworth.
Senior Wireless Operator—F. Gullen.
Junior Wireless Operator—J. Clark.
Steward—Cupit.

The following ships were in our convoy: H. M. S. Donegal, escort; Tunison, Plum Leaf, Talthybius, Burma, Cardiganshire, Ajax, Navara, Corinth, Botanist, City of Poona, Arawa, Port Lincoln, Crita, Mesaba.

June 2, 1918, Sunday, on Transport Talthybius. First day and night of convoy passed safely. There is still a heavy fog. No high calls while in the fog. While not in the general submarine zone, this is still considered a danger zone. Fog all day. Very depressing. We are, however, making our time of little over 11 knots per hour. Total distance zigzag course 2,700 miles (10 day trip). B Company man fell out of hammock this evening, broke collar-bone.

June 3, Monday. Still very foggy. Had a very good night's rest, regardless of the fog horn signals. Fog has not lifted at all today. At 5:30 p. m. we slowed down to 6 knots per hour for fear of icebergs. Temperature of water 38 degrees. At 9 p. m., inspected portion of ship, everything quiet. Three stars could be seen but fog still heavy low down. One of the convoys came within 500 feet of us and its "trailer" very much closer, some of the men thought it was a submarine and rushed for life belts. Goodnight, my Mazie.